



MM&P Notice to Members

Email: mmpinfo@bridgedeck.org

410-582-7046

OSG FLEET & ATC FLEET NEWSLETTER 74TH EDITION

SEPTEMBER 27, 2024

OSG AND ATC FLEET UPDATE

25 DAYS UNTIL THE BALLOTS ARE COUNTED

IN LESS THAN ONE MONTH, ON OCTOBER 22, 2024, BALLOTS WILL BE COUNTED! OSG VOTES WILL BE RECORDED AND THE OUTCOME OF THIS IMPORTANT ELECTION DETERMINED. YOU WILL BE ABLE TO WATCH THE COUNT LIVE VIA ZOOM. THE LINK WILL BE SENT OUT IN OUR NEWSLETTER AS SOON AS IT'S AVAILABLE. PLEASE JOIN US!

REGARDLESS OF THE RESULTS, WE WANT YOU TO KNOW WE ARE PROUD TO KNOW YOU AND TO STAND ALONGSIDE YOU THROUGHOUT THIS LONG JOURNEY. WE THANK ALL THOSE WHO PUT THEIR FAITH IN MM&P AND, NO MATTER WHAT THE OUTCOME OF THE OSG VOTE, WE WISH EVERY ONE OF YOU WELL. COMPANIES COME AND GO, BUT IT'S YOU—PROFESSIONAL MARINERS—WHO CARRY OUR TRADE FORWARD, SHAPING OUR INDUSTRY. WE WILL ALWAYS HAVE COMMON GROUND IN OUR SHARED LIFE EXPERIENCE AS LICENSED DECK OFFICERS.

WE KNOW THAT THOSE WHO WORK AT SEA MUST HAVE A STRONG VOICE IN SHAPING THEIR WORKING CONDITIONS AND THE LAWS AND REGULATIONS THAT IMPACT THE MARITIME INDUSTRY. PROFESSIONAL MARINERS MUST HAVE A PATH TO IMPROVING THEIR ECONOMIC WELL-BEING. OUR MEMBERSHIP HAS BEEN STANDING TOGETHER FOR THESE PRINCIPLES SINCE 1887. TOGETHER WE WILL MAKE THIS HAPPEN AT ATC AND, IF YOU CHOOSE, TOGETHER WE WILL MAKE IT HAPPEN AT OSG. TOGETHER, WE WILL STAND AS ONE TO BUILD A BETTER FUTURE.



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VOTE MM&P

I DIDN'T GET A BALLOT. HOW DO I REQUEST ONE?

ANYONE WHO HAVE NOT RECEIVED A MAIL BALLOT KIT AT THEIR HOME MAY REQUEST A DUPLICATE MAIL BALLOT KIT DIRECTLY BY PHONE AT (813) 228-2470 OR (813) 228-2238, OR BY SENDING AN EMAIL TO:

CHASTITY.PABON-LOCKLEY@NLRB.GOV

INCLUDE YOUR FULL NAME AND THE COMPLETE ADDRESS TO WHICH YOU WANT THE DUPLICATE MAIL BALLOT KIT SENT.



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FOR ALL ATC LDOs WHO WANT TO APPLY FOR THE MM&P LICENSE ADVANCEMENT FELLOWSHIP PLEASE FOLLOW THE BELOW CHECKLIST:

MM&P LICENSE ADVANCEMENT FELLOWSHIP CHECKLIST

- STEP 1: APPLY FOR MM&P MEMBERSHIP BY EMAILING BOTH AVICTORIO@BRIDGEDECK.ORG AND MMPINFO@BRIDGEDECK.ORG. WE WILL SEND YOU AN APPLICATION AND WILL REQUEST ADDITIONAL DOCUMENTATION AS NEEDED TO COMPLETE YOUR APPLICATION.
- UPON APPLICATION, YOU WILL BE RESPONSIBLE TO PAY THE ADJUSTED BALANCE OF THE REGULAR QUARTERLY MEMBERSHIP DUES AND REMAIN CURRENT THEREAFTER AT \$125.00 PER QUARTER. AS PROMISED, THERE IS NO OBLIGATION FOR INITIATION FEES.
- AS YOU ARE A PERMANENT EMPLOYEES WITH ATC, YOU WILL BE REGISTERED AS A COMPANY EMPLOYEE (CE). YOUR SENIORITY STATUS WILL BE “APPLICANT” UNTIL A FIRST CONTRACT IS RATIFIED. AFTER RATIFICATION YOU WILL BE UPGRADED TO A “A” BOOK AND THE DEFERRED INITIATION FEE WILL BE WAIVED.
- AS A COMPANY EMPLOYEE APPLICANT, YOU CAN BID ON OPEN PORT RELIEF OFFICER (PRO) JOBS SUBJECT TO OUR SHIPPING RULES.
- STEP 2: SUBMIT YOUR TUITION/BOARD RECEIPTS FROM THE CHIEF MATE/MASTER UPGRADE COURSES YOU TOOK AT EITHER MITAGS EAST OR MITAGS WEST TO COMPROLLER@BRIDGEDECK.ORG AND MMPINFO@BRIDGEDECK.ORG.
- STEP 3: WE WILL REIMBURSE YOU VIA CHECK FOR THE QUALIFYING COURSES TAKEN AT MMP’S SCHOOL.



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IN THE NEWS

US SUES OWNER AND OPERATOR OF VESSEL THAT STRUCK BALTIMORE BRIDGE

THE DEPARTMENT OF JUSTICE HAS FILED A CIVIL SUIT SEEKING \$103 MILLION IN COSTS PLUS PUNITIVE DAMAGES FROM THE OWNER AND OPERATOR OF THE MV DALI, THE SINGAPORE-FLAG CONTAINERSHIP THAT STRUCK THE FRANCIS SCOTT KEY BRIDGE, KILLING SIX ROADWORKERS.

THE [SUIT](#) ALLEGES THAT THE COMPANY AND OPERATOR “JURY-RIGGED” THE SHIP TO KEEP IT SAILING DESPITE THE FACT THAT IT WAS UNSEAWORTHY.



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“THIS WAS AN ENTIRELY AVOIDABLE CATASTROPHE, RESULTING FROM A SERIES OF EMINENTLY FORESEEABLE ERRORS MADE BY THE OWNER AND OPERATOR OF THE DALI,” SAID PRINCIPAL DEPUTY ASSISTANT ATTORNEY GENERAL BRIAN M. BOYNTON, HEAD OF THE JUSTICE DEPARTMENT’S CIVIL DIVISION, DURING A SEPT. 18 BRIEFING.

“THE OWNER AND OPERATOR OF THE DALI WERE WELL AWARE OF VIBRATION ISSUES ON THE VESSEL THAT COULD CAUSE A POWER OUTAGE,” SAID PRINCIPAL DEPUTY ASSOCIATE ATTORNEY GENERAL BENJAMIN C. MIZER.

“BUT INSTEAD OF TAKING NECESSARY PRECAUTIONS, THEY DID THE OPPOSITE.”

“OUT OF NEGLIGENCE, MISMANAGEMENT, AND, AT TIMES, A DESIRE TO CUT COSTS, THEY CONFIGURED THE SHIP’S ELECTRICAL AND MECHANICAL SYSTEMS IN A WAY THAT PREVENTED THOSE SYSTEMS FROM BEING ABLE TO QUICKLY RESTORE PROPULSION AND STEERING AFTER A POWER OUTAGE.”

“AS A RESULT, WHEN THE DALI LOST POWER, A CASCADING SET OF FAILURES LED TO DISASTER.”

AFTER THE ACCIDENT, GRACE OCEAN AND SYNERGY MARINE WENT TO COURT SEEKING TO LIMIT THEIR LIABILITY TO APPROXIMATELY \$44 MILLION.

THE FAMILIES OF THE SIX MEN WHO DIED HAVE SUED THE COMPANIES, AS HAVE THE CITY OF BALTIMORE AND LOCAL BUSINESSES.



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THE STATE OF MARYLAND, WHICH OWNED THE BRIDGE, IS EXPECTED TO FILE SUIT TO COVER THE COST OF REPLACING IT.

THE FBI IS INVESTIGATING THE ACCIDENT AND MAY FILE CRIMINAL CHARGES.

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS SAID IT WILL TAKE UP TO A YEAR TO PUBLISH THE FINAL RESULTS OF ITS INVESTIGATION.

THE DALI DEPARTED NORFOLK, BOUND FOR CHINA, ON SEPT. 19.

AN IMAGE FROM MM&P MEMBERS

RAINBOW ON THE ATLANTIC CROSSING TAKEN FROM THE BRIDGEWING OF THE MM&P CONTRACTED VESSEL MAERSK TENNESSEE. PICTURE COMPLIMENTS OF MM&P CADET ASSOCIATE MEMBER MAXIMILLIAN MORRELL.



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WE ARE STRONGER TOGETHER



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[HTTPS://BRIDGEDECK.ORG/REQUEST-A-PLEDGE-CARD/](https://bridgedeck.org/request-a-pledge-card/)

THE LICENSED DECK OFFICERS' UNION

MM&P IS HERE TO LISTEN

IF YOU HAVE ANY QUESTIONS, YOU CAN REACH CAPTAIN SHAWN TUCY OR CAPTAIN TOM LARKIN AT [MMPINFO@BRIDGEDECK.ORG](mailto:mmpinfo@bridgedeck.org) OR CALL 410-582-7046

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